

**Technology
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**"Improving Alaska's quality
of transportation through
innovative technology and
information exchange."**



This newsletter is funded by a grant from
the Federal Highway Administration
and the Alaska Department of
Transportation and Public Facilities.

"The Greatland Connection"

It is not often that the International Right of Way Association Arctic Trails Chapter 71 in Fairbanks and the DOT&PF get to make history.

But history was made when IRWA Northwestern Canadian Region 10 and United States Region 7 came together for the first time at the fall regional forum in Fairbanks.

One of the highlights of the forum, held September 16-20, was the Access 1992 workshop on American and Canadian land access issues, organized by the DOT&PF Technology Transfer and the local IRWA chapter.

The purpose of the workshop was to present an update on right of way issues of common interest to American and Canadian right of way agents. The items of discussion included Alaska and Canadian Land Claims Acts, access across federal,

state and Native lands, and access related to resource development.

"We usually have educational programs with the forum," said Paul Costello, SR/WA and senior leasing agent with DOT&PF Northern Region Airport Leasing and Property Management. "Since we had the extraordinary opportunity with the Canadians, we decided to put on an access workshop dealing with interests of Canada and Alaska."

Speakers at the workshop included Canadian and American experts in right of way, land management, mineral and natural resource development, political science and law.

"The conference was an excellent tool for helping people dealing with Native lands," said Dallas Maynard, a Canadian consultant and SR/WA member of the IRWA. "We need to
(continued on page 3)

Americans with Disabilities Act

The Law is in Effect

The Americans with Disabilities Act (ADA) became effective in July 26, 1992. The new Act prohibits discrimination in the workplace against qualified individuals with disabilities because of their disabilities. The Act extends the protection of civil rights law to people with disabilities, building upon earlier legislation that includes the Civil Rights Act of 1964 and the Rehabilitation Act of 1973.

The ADA is designed to eliminate discrimination driven by stereotyping, misinformation and personal preference. A disability is defined in the amended 1973 Rehabilitation Act as those individuals with a physical or

mental impairment that substantially limits one or more of the major life activities or "a record of such impairment."

Major life activities include caring for oneself, performing manual tasks, walking, seeing, hearing, speaking, breathing, learning and working.

The ADA is organized into five titles or sections covering various topics relating to Americans with disabilities.

Title I Employment, prohibits employers with 25 or more employees from discriminating
(continued on page 2)

against job applicants and employees with disabilities. The provisions of the law apply to employers with 15 or more employees as of July 26, 1994. The title covers job application procedures, hiring, advancement, discharge, compensation, job training and other aspects of employment.



Title II, Public Services, requires that state and local governments make all programs and services, including public bus and rail transportation, equally available and accessible to people with disabilities.

Title III, Public Accommodations and Services Operated by Private Entities, requires that private businesses make available to people with disabilities the full and equal opportunities to enjoy the goods, services, facilities, privileges, advantages and accommodations they provide to the general public, including public transportation services provided by private businesses. This title covers a wide range of businesses, including"

- Hotels and inns;
- Entertainment and cultural facilities such as movie houses, theaters, zoos, museums, auditoriums and convention centers;
- Schools;
- Recreational facilities such as gymnasiums, golf courses and bowling alleys;
- Professional offices; and
- Retail stores and shopping centers.

Title IV, Telecommunications, requires telephone companies to make available services and devices that allow the hearing- and speech-impaired to communicate over the phone. These services must be functionally equivalent to those provided to hearing individuals.

Title V, Miscellaneous Provisions, includes a wide range of provisions on various topics such as a prohibition against coercion or retaliation against an individual who invokes rights under the ADA. It also covers the availability of attorney's fees to a prevailing party in ADA-related proceedings and the relationship of ADA to other state and federal laws.

If you need information or technical assistance on the ADA, contact the Regional Disability and Business Technical Assistance Center at the Northeast DBTAC in Trenton, New Jersey, telephone (609) 392-4004.

From the Mass Interchange, Vol. 7, No. 1, Baystate Roads Program, and from Road Business, Vol. 7, No. 3, Federal Highway Administration. ♦

News & Views

Access Management Conference

For those of you interested or involved in access management, we have a conference for you. The First National Conference on Access Management will be held Aug. 1-4, 1993 at the Westin Hotel in Vail, Colorado.

The conference will be conducted in six 90-minute sessions over a three-day period. An optional pre-conference workshop will be held on Sunday afternoon, Aug. 1. Workshop attendees will be given a copy of NCHRP Report 348 and a copy of the National Highway Institute Access Management course notebook.

This is just a preliminary announcement. Be on the lookout in the Spring issue for a more detailed program with complete information on registration, transportation and accommodations. If you are interested in personally receiving this program, then write to the following address:

Attn: James Scott
Transportation Research Board
National Research Council
2101 Constitution Avenue, NW
Washington, DC 20418. ♦

Transportation Planning Methods National Conference

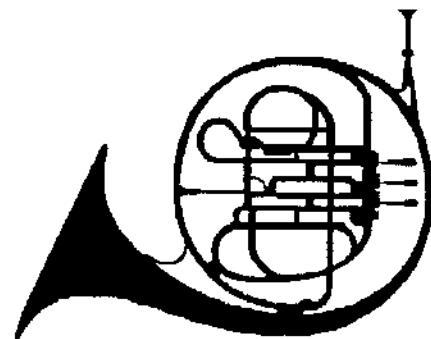
Daytona Beach, Florida, home of the spectacular beach in Daytona, is hosting the Fourth National Conference on the Application of Transportation Planning Methods on May 3-7, 1993.

The conference provides a forum for transportation planners to exchange ideas, methodologies and experiences. The program for this year's conference is currently being developed.

For more information, contact Richard S. Marshment, Division of Regional and City Planning, University of Oklahoma, Norman OK 73019, or call (405) 325-2399. ♦

TRAF-NETSIM

The T2 Program will be holding NHI Course #13356: TRAF-NETSIM at the University of Alaska Anchorage January 5-8, 1993. Contact Jim Bennett at (907) 451-5322 for more information. ♦



**Wishing You A
Happy and Safe
Holiday Season!**

**- from the Alaska T2
Program Staff**



"The Greatland Connection"
(continued from page 1)

understand the history of the country, of the lands in relation to Native people."

The first speaker, Professor Claus M. Naske from the University of Alaska Fairbanks, gave a historical perspective on land access issues and



Lt. Gov. Jack Coghill
Keynote Luncheon Speaker

outlined the origins of Native land claims. Naske, who teaches history at the university, spoke about the original petition of Alaska land claims, how the process began and about the intense congressional legislation and settlement of the claims.

"It was a very complex process that was settled rather fast," said Naske, referring to the role that oil companies who wanted to build the Trans-Alaska Pipeline through Native lands had in settling the land claims.

Al Cronk, Bureau of Land Management, Fairbanks, discussed the affect the Alaska Native Claims Settlement Act had on access on Native lands and easements. He talked about the development of easements,

how the Native lands settlement affected easements and development on the easements. What the BLM is doing with easements, the procedures for approval to operate on Native lands and the laws regarding easement access and usage were also included in Cronk's presentation.

Maynard discussed the aspect of tribal land claims and access in Canada. He gave other participants in the workshop a background of Indian treaties, a history of land claims in Canada and the relationship between Canadian government and the Native peoples.

Maynard also discussed the elements of claims and settlement treaties and how a government agency can get approval of the Indian people and gain access on their lands. He stressed that the government agency needs to have a working relationship with the Native leaders and know the elements of negotiation on treaties and dealing with Indian lands.

Will Mayo, president of Tanana Chiefs Conference, gave the Alaskan side of Maynard's presentation. He gave the background and reasons for Native land rights and reasons for the Native sovereignty argument.

"You must speak to owners of the land to get access, and the owners are the regional corporations set up under ANCSA," said Mayo, adding that government agencies should have a considerate, respectful approach when asking for access on Native lands.

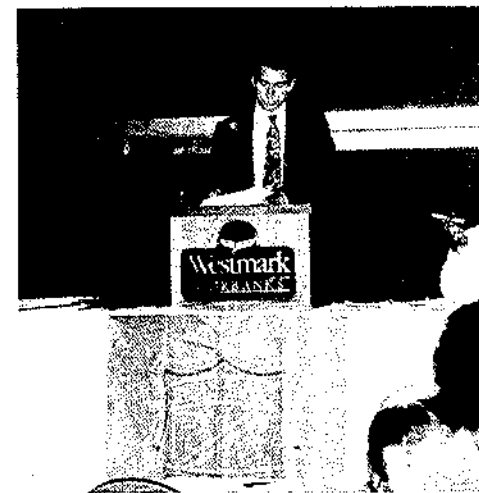
The workshop also featured a presentation on access across conservation system units and private land by Jim Mery, vice president of Lands and Resources, Doyon Ltd., Richard Ranger from Atlantic Richfield Company and Chuck Gilbert from the Na-

tional Park Service. They discussed how agencies can look to reduce the impact of land access and the practical aspects of dealing with conservation system units.

Alaska Lt. Gov. Jack Coghill, the keynote speaker at the luncheon, joined a panel of experts on the Revised Statute 2477 towards the end of the workshop.

The panel consisted of three attorneys: Harry Bader, a resources management professor at the University of Alaska Fairbanks and Joe Goldhof and Jack McGee from the Juneau Attorney General's office, Transportation Section. The panel discussed what RS 2477 is and how people can nominate land access right of ways under the revised statute (see Insert on RS 2477).

"In the vastness of this state, you have to have access," Coghill said. "You have to preserve that access between communities, and between communities and resources in the state, whatever they may be." ♦



John D. Martin, DOT&PF
Facilitator for Discussion on Setting Priorities

FHWA Technology Transfer (T2) Resources

T2 Centers

Information is available for local agencies from the T2 Centers. These centers are located in most states at colleges, universities or state DOTs. The T2 Clearinghouse has been established to provide a number of services to these centers:

T2 Clearinghouse, 1301 Pennsylvania Avenue, NW, Suite 501, Washington, DC 20004, (202) 393-2792

FHWA Audio-Visual Materials

FHWA audio-visual materials may, in most cases, be obtained on loan basis through the division offices and also through the National Audio Visual Center, 8700 Edgeworth Drive, Capital Heights, MD 20743-3701, (301) 763-1896.

FHWA Publications

These may be obtained through two sources:

National Tech. Information Service, US Department of Commerce, 5285 Port Royal Road, Springfield, VA 22161, and Superintendent of Documents, Government Printing Office, Washington, DC 20402

FHWA Software

FHWA engineering software/user documentation is available from established distribution centers. One of the most active centers is:

McTrans Center, 512 Weil Hall, University of Florida, Gainesville, FL 32611, (904) 392-0378. ♦

The Alaska Transportation Technology Transfer (T2) Program is funded by the Alaska Department of Transportation and Public Facilities (DOT&PF) and the Federal Highway Administration (FHWA).

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"Technology for Alaskan Transportation" is a quarterly newsletter that informs local transportation workers in government and industry of useful training materials and services. If you would like to receive our newsletter, use any of our services, or contribute to the newsletter, contact:

Alaska Transportation
Technology Transfer Program
Department of Transportation
and Public Facilities
2301 Peger Road
Fairbanks, AK 99709-5316
(907) 451-5320

"Work smarter, not harder."



ALASKA TRANSPORTATION TECHNOLOGY TRANSFER

Alaska Transportation Technology Transfer Program
Department of Transportation and Public Facilities
2301 Peger Road M/S 2552
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Introduction

Last spring the executive office of the State of Alaska created regulations detailing the methods of identifying, nominating and managing RS 2477 rights-of-way.

Many rights of way were established under the original RS 2477 law between the time it was passed in 1866 and when it was repealed in 1976. The state maintains that these

rights of way are still valid, whether they are now over Native lands or federal park lands, and these rights of way should be used to open remote portions of the state to public access.

The regulations were written for the purpose of helping Alaskans gain access to public lands that were

granted under the original RS 2477 law in 1866.

The information presented below is based on these regulations. For a more detailed look at the procedures of nominating, identifying and managing a RS 2477 right of way, please see the Alaska Administrative Code, 11 AAC 51.010-900.

General Background

Revised Statute 2477 was a federal law passed on July 26, 1866 that granted broad rights of way over unappropriated federal lands wherever roads, trails, paths or other common routes existed. Section 8 of the Act reads:

"The right of way for the construction of highways over public lands, not reserved for public uses, is hereby granted."

Although the statute was repealed by Title VII of the Federal Land Policy and Management Act of Oct. 21, 1976, many rights of way for public highways obtained under the statute exist or may exist on lands administered by federal agencies. Whether or not these rights-of-ways exist has direct bearing on the development and implementation of management plans for conservation system units and other areas of Federal lands.

To be accepted under RS 2477, highways must meet the following criteria:

1. The lands involved must have been public lands, not reserved for public uses, at the time of acceptance.
2. Some form of construction of the highway must have occurred.
3. The highway so constructed must be considered a public highway.

* Public lands, not reserved for public uses:

Public lands were those lands of the United States that were open to the operation of the various public land laws enacted by Congress.

Public lands, not reserved for public uses, do not include public lands reserved or dedicated by an Act of Congress, Executive Order, Secretarial Order, or, in some cases, classification actions authorized by statute during the existence of that reservation or dedication.

Public lands, not reserved for public uses, also do not include public lands pre-empted or entered by settlers under the public land laws or located under the mining laws which ceased to be public lands during the pendency of the claims entry.

* Construction:

Construction must have occurred while the lands were public lands, not reserved for public uses.

Construction is regarded as a physical act of readying the highway for use by the public according to the available or intended mode of transportation, such as foot, horse, vehicle, etc. Removing high vegetation (brush and trees) moving large rocks or filling low spots, etc., may be sufficient as construction for a particular case.

Survey, planning or pronouncement by public authorities may initiate construction but does not, by itself, constitute construction. Construction must have been initiated prior to the repeal of RS 2477 and actual construction must have followed within a reasonable amount of time.

Road maintenance over several years or the passage of vehicles by users over time may equal actual construction.

* Public Highway:

A public highway is a definitive route or way that is freely open for all to use. The route does not necessarily have to be open to vehicular traffic; a pedestrian or pack animal trail may qualify. A toll road or trail is still a public highway if the only limitation is the payment of the toll by all users. Multiple ways through a general area may not qualify as a definite route, but evidence may show that one or another of the ways may qualify.

The inclusion of a highway in a state, county or municipal road system constitutes being a public highway. The expenditure of construction or maintenance money by an appropriate public body is evidence of the highway being a public highway. Also, a statement by an appropriate public body that the highway was and still is considered a public highway will be accepted.

Alaska RS 2477 History

The Revised Statute 2477 was passed 10 months before the United States purchased Alaska from Russia and 20 years before the discovery of gold brought a flood of American prospectors to the territory. In its historical context, the word "highway" was used generally to include any public transportation corridor, such as foot trails, horse trails, paths to homesteads and mines, dog sled trails, crudely built wagon roads, streets, alleys and other routes commonly and customarily used in that area.

For 18 years, miners and homesteaders settling in California created their own laws and system of establishing mining claims. They had settled on unsurveyed federal land officially closed, by law, to occupation and settlement. To protect the claims of tens of thousands of miners who settled the far west, Congress granted broad rights of way on federal land. Though RS 2477 was included in the first comprehensive mining law and was intended for miners and homesteaders on federal land, the actual wording refers to rights of way without limiting its purpose.

Since its purchase from Russia in 1867, Alaska has been dominated by federal land. During the 110 years of the law's existence, commonly used trails and roads crossing that land fell under the RS 2477 umbrella. The State of Alaska can assert its right to use, maintain or even improve hundreds of mining, hiking and dog sled trails, therefore keeping its option open to establish transportation corridors through federally protected land to reach remote parts of the state.

Reprinted from "How to Nominate an RS 2477 in the State of Alaska" published by the State of Alaska.

How to Apply For a Right of Way Under RS 2477

The Department of Natural Resources, Division of Land, administers the application for the nomination of RS 2477 grants.

No more than one right of way may be nominated for certification in a single application.

Type or print all answers clearly in ink on the application form. Answer all questions on the application and provide all requested information. Certification depends largely on the quality of documentation provided by the applicant to establish the history and use of the nominated right of way.

Filling Out a Nomination Application for Certification

Page 1 of the application form gives you general instructions. You should print or type the application

so accuracy is assured. The following directions are intended to help you further in completing the application.

Page 2: Complete the entire page. Fill in your name, mailing address, city, state, zip code, phone and fax number if you have one. Give an alternate name in the second space in case you can not be contacted at the first address. Complete the Certification Statement and be sure to have your signature notarized by a Notary Public, Postmaster, Clerk of Court, Judge, Magistrate or State Trooper.

Page 3: Fill out your name at the top of the line.

1) You must give an accurate description of the location of the right of way being nominated.

This includes the Meridian, Township, Range and Sections that the right of way passes through. If you need additional space, attach another sheet.

2) Give the name of the nominated right of way if you know it. It may be known under more than one name and you should list that as well.

3) When describing the general geographic area where the right of way is located, tell about rivers, mountains and other landmarks that may be used to delineate the right of way.

4) When identifying the complete location of the right of way being nominated, provide as much and as accurate a descrip-

For More Information

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tion possible. Draw a line on a USGS (1:63,360 or 1 inch equals 1 mile) scale topographic map or its equivalent. Use photos or include other maps that help support your nomination.

Page 4: Fill out your name at the top of the line.

5) Identify, as closely as you can, the date or time frame the nominated right of way was used by the public. At the end of this article is a list of possible sources of information and documentation for Alaska historic rights of way.

6) List sworn affidavits, publications, reports or other documentation you are able to provide. The more material you have to substantiate your nomination, the better chance it has of going through the process quickly.

7) All applicants should contain a list of people who know about the historical use of the nominated right of way and some way to contact them.

Page 5: Fill out your name at the top of the line.

8) What will the access be used for? To the best of your ability, write down who or what will be using the right of way. Be sure to include what time of year it will be used and for what purpose will it be used.

Also list the documentation you are providing, and be sure to make copies of everything just in case something gets lost.

9) To the best of your knowledge, has anyone or any other organization applied for the same RS 2477? If they have, supply

information and documentation if possible.

When you are finished with the application, make a copy of it and submit it to the Division of Land, Department of Natural Resources along with a \$100 application fee. Deliver it in person or send it certified mail. This will assure you it has been received and will be processed as quickly as possible.

The nomination will be evaluated on the following criteria:

- 1) Can the right of way be located on a United States Geological Survey topographical map?
- 2) Did the right of way cross public land that was not reserved for public use at the time the RS 2477 right of way grant is alleged to have been accepted?
- 3) Was the right of way accepted according to applicable law?

Once the requirements have been met for the valid acceptance of an RS 2477 right of way grant, DNR will determine the location and width of the right of way and will notify the applicant of its decision.

If an individual, agency or organization disagrees with a DNR decision, they may appeal to the DNR commissioner.

Places to search for information and documentation:

- Alaska Department of Natural Resources, Division of Land.
- Alaska Department of Transportation and Public Facilities.
- University of Alaska archives.
- Local libraries.
- Old newspapers.

- Alaska Road Commission records.
- Alaska Territorial records at the Bureau of Land Management.
- Court records.
- Borough or City property records.

From the booklet "How to Nominate an RS 2477 in the State of Alaska" published by the State of Alaska.

This informational booklet is designed to help an individual or group assert an RS 2477 right of way.

Forms to nominate an RS 2477 are available from:

MANAGER

Southeastern Regional Office
Division of Land
400 Willoughby Street
Juneau, Alaska 99801
(907) 465-3400

MANAGER

Northern Regional Office
Division of Land
3700 Airport Way
Fairbanks, Alaska 99709-4699
(907) 451-2757

MANAGER

Southcentral Regional Office
Division of Land
3601 C Street Suite 814
Frontier Building
PO Box 107005
Anchorage, Alaska 99510-7005
(907) 762-2253

A RS 2477 Success Story

In the early months of 1985, the State of Alaska asserted that the Old River Road near Tok was a public road under the RS 2477 requirements. The land on which the road was located were public lands; however, under the provisions of the Alaska Native Interest Lands Claim Act, the land was to be conveyed to Tanacross Inc. for the village of Tanana.

The state was concerned that the residents of Tok would lose their access along the road when the land became the property of the Native corporation. So state officials began working to claim a 100-foot right-of-way along the road that ran from Tok to the Tanana River under the Memorandum of Understanding between the state Department of Natural Resources (DNR), the Department of Transportation and Public Facilities (DOT&PF) and the federal Bureau of Land Management (BLM).

The Memorandum of Understanding between the three agencies, effective on Sept. 28, 1984, established the procedures for the assertion of RS 2477 rights-of-way by the DOT&PF and DNR to the BLM.

The Old River Road begins near the intersection in Tok, runs roughly northeast to the Tanana River near the confluence of the Tok River, then continues east on the north bank of the Tanana River until it connects with the Alaska Highway on the east side of the Tanana River bridge about 1.5 miles west of Tetlin Junction.

The road was important, as many people testified in affidavits sent to state offices and representatives, for several decades to Tok residents as a primary access to the Tanana River. The uses of the road included hunting, trapping and fishing. With the disposal of state land along Old River Road on the north side of the Tanana River in 1979, the road became a primary access route to these properties, with land owners launching boats at the "end" of the road on the south bank of the Tanana River. As private land on the north bank of the Tanana River was further developed, the road became a more important access route. Moose, bear and small game hunters also launch boats at this site.

Many residents of Tok were active users of subsistence resources in the Tok area and claimed the Old River Road, as a public access used primarily by local residents of Tok, was important to the continuation of their subsistence activities.

In fact, the residents felt so strongly about their right-of-way along Old River Road that about 140 of them signed a petition asking for the upgrading of their access road. The petition read: "We the undersigned residents of the Tok area, are interested in having the Old River Road and Boat Landing upgraded for the purpose of access to the Tanana River and nearby private and state land."

According to a road use report by historian Dale Stirling, the Old River Road was described in a 1975 easement report as being used

primarily for hunting purposes and suitable for vehicular traffic. A 1979 BLM final easement report for Tetlin Native Corporation notes that the trail "is used by hunters to provide access to the public lands and resources and by settlers living north of the selection in state land.

The construction of the road, which occurred in 1942 as part of the Alaska Highway, and its continuous use were substantiated by Stirling's report.

By early 1985, the state DNR office was in the process of filing the state's assertion of a public right-of-way on Old River Road under RS 2477. The case file was then submitted to the BLM and the State Division of Technical Services for notation on public records.

Rick Thompson, the regional manager for Northern Regional Office in March, 1985, found the road to be a valid public user highway created pursuant to RS 2477. He determined that the road accesses vacant, unappropriated state and federal lands, private inholdings and lands being conveyed to Tanacross Inc.

That same month, the state officially designated the Old River Road, which currently runs over land owned by Tanacross Inc. and a few private landholders, a public access right-of-way under RS 2477.

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TO DO WINDOWS OR NOT TO DO WINDOWS

By Billy Connor

There's a lot of discussion about moving into the Graphical User Interface (GUI) world. Mac drivers will stand up here in mass and say the Mac was born with a GUI. But is that GUI the way to go? This is something I've been struggling with for a couple of years. GUI, interestingly enough, is pronounced "goeey." That somehow reminds me of the gum stuck to the bottom of my shoe.



Let's look at what GUI is supposed to give and how well it does it. GUI proponents claim it standardizes user interfaces, makes software more intuitive, more closely emulates the way people work, and is more efficient in producing a product. They go on to claim the transfer of information between applications and multitasking capabilities further enhance productivity. Some of this is true. Some isn't. Read on!

STANDARDIZED INTERFACES

It is notable that Mac users use on average 10 applications while DOS users use only 3. This is because Mac has forced a standard user interface. Windows and OS/2 are adopting the same concept. All applications should have the same look and feel to its application. Quit always means the same thing. The menuing is familiar from one application to the other. The net result is that the proper tool is used for an application. Further, the time to learn a new application is minimized.

On the negative side, innovation may be limited. Some software developers claim they are no longer allowed the freedom to explore new ideas because too many of the rules are cast. I'm not sure this is very restraining. After all, good software developers are like good bureaucrats. They know how to beat the system.

The key here is not really GUI, but a standard user interface. User interfaces could have been developed under DOS, but they were not. However, we are starting to see many DOS applications emulate GUI standardization.

INTUITIVE SOFTWARE

GUI proponents claim software developed for GUI systems are more intuitive. The ease of use is really a function of how the software functions, not the system it

operates under. For example, I am composing this article on a wordprocessor. The wordprocessor is available to me for the Mac, Windows, OS/2, DOS, and UNIX. For the most part, it works the same on all the platforms. I can move from one platform to the other and it is intuitive to me how it will work. Why? Because it works in a way familiar to me. Therefore, a software is intuitive if it works the way you expect it to work. My teenagers are not intuitive.

WORKING THE WAY YOU WORK

I find this an interesting argument. The ads for Windows, OS/2 and Macs claim to work the way I work. In reality, I have adapted my work habits to the computer. If I hadn't made an effort to incorporate the computer into my work routine, I would still be drafting memos with a pencil, calculating pavement thickness with a nomograph, and graphing by hand. Learning to use a computer takes patience and dedication no matter what platform you are on. The youth adapt more readily than us old bald guys because they haven't really developed work habits. They don't question whether the computer is of value. IT IS of value. My generation still asks if computers will save time. To the youth, it's just the way it's done.

I think the real issue points to the system's ability to move information from one format to another. When I was in college, I refined the art of cut and paste. In those days

we didn't have wordprocessors, but we did have a Xerox machine. Through the cut and paste, I could transform scattered information into a concise report with minimal effort.

This is where GUI starts to shine. DOS could do the same, but hasn't. DOS software is available to cut and paste from one application to another, but not very well. Taking information from a spreadsheet, database or a graphics package and incorporating it directly into a document is becoming increasingly important. In effect, we want electronic scissors and glue. Unless DOS software developers change, I don't see DOS filling this need very well.

PRODUCTIVITY

Does GUI really increase productivity? The games are neater. When the boss walks in I can tokenize the game so he doesn't see it and start it up again when he leaves. It'll pick up exactly where I left off, so I don't even have to start over.

If you move information from one application to another, yes, GUI will increase productivity. If you primarily use one application such as a wordprocessor for memos and letters, character-based systems are probably faster. If you incorporate a lot of graphics into your correspondence, GUI may be better for you. However, DOS applications are getting better in this area.

The ability to use several DOS programs at once does improve my productivity. When I design a culvert for a roadway, I need the results from three programs. The process is iterative, so I take the results from one program and enter it into the other program. Then, I take the results from that program and enter

them into a third. If the results are unacceptable, I return to the first program. Until Windows, I had to shut down each program in turn, then load the program needed for that phase. Simply loading the programs takes a lot of time. With Windows, I load all three programs at the same time on the same screen and transfer between them by simply clicking on the window with my mouse.

Why wasn't the whole process done in a single program? Because each program was developed by different people for different purposes. I have adapted them to my needs. The time required to rewrite the programs into one just isn't worth the time. Especially since I have been able to sort of link them through Windows.

MULTITASKING

Multitasking is probably one of the most misunderstood concepts in computing. Many people would tag the process I described above as multitasking. It is not. Multitasking is performing several tasks at the same time. In the above example, I simply swapped the one task for another by moving the information in memory somewhere else, such as to another portion of memory or to the hard drive. This is often called paging. Only one task is performed at a time.

Many people claim multitasking will improve the worker's productivity by unimaginable proportions. Only 10% of today's computer

users would see any benefit to their productivity through multitasking. For example, you are using a spreadsheet. You need to jump to the wordprocessor to write a letter. Do you care whether the spreadsheet continues to run or it is suspended? No, because the spreadsheet is not doing anything



while you're gone.

There are cases where multitasking will help. Sometimes I do calculations which take an hour or so. Wouldn't it be nice to let that run while I do something else? If I am controlling laboratory equipment, a multitasking machine would be useful. Multitasking is available for several operating systems. Machines expressly constructed for multitasking are becoming available.

If you truly need multitasking, do your homework. Some folks believe Windows offers multitasking because you can have two programs running at the same time. In reality, Windows is time-slicing or time-sharing. Each application gets a portion of the processor's time at a percentage established by the user. In many cases, this works well, especially if one application is waiting for input from the user. In other cases, all you get is two programs that run much too slowly.

SHOULD YOU MOVE TO GUI?

For More Information

For back issues of our newsletter and inserts, or to get on our mailing list, write: Alaska Transportation Technology Transfer Program, Department of Transportation and Public Facilities, 2301 Peger Road, M/S 2552, Fairbanks, Alaska 99709-6394. For more information, you can also call (907) 451-5320.

The long-term answer is yes. The primary reason is that the future of software development is in that direction. GUI grossly reduces the time and cost of developing the user interface. Therefore, the cost of developing software can be contained. The 640K barrier of DOS will become increasingly restraining. Therefore development for GUI operating systems is more than an investment for the benefit of the end user.

The real question should be—when? If your hardware and software are doing what you need, continue to use them. The cost of upgrading software and hardware may not be worth it.

Surprised? Most DOS applications will work well on a 286 machine with 1 megabyte of memory. Windows and OS/2 require at least 4 megabytes of memory and a 386 or higher processor to run efficiently. Windows programs require 50 to 100% increase in disk space. The cost of the software upgrade can be substantial. But the real cost is in learning a new system.

Therefore, unless you want to explore GUI, wait until you need to upgrade your machine and/or your software. Then carefully weigh the advantages and disadvantages.

Don't worry about DOS going away. First, you already own it. If

your software fits your needs, you don't need to upgrade. Second, Microsoft is developing DOS 6 and the major software developers are still developing software for DOS.

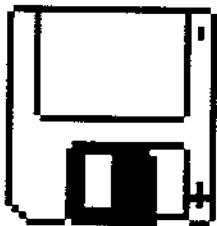
So make the move when it makes sense to your needs. Don't let the glossy ads or a vocal friend lead you.

By the way, I use Windows. However, when I want to do something difficult, I still go back to DOS. Why? Because DOS gives me the level of control I often need. Windows tries to insulate me from this, but in doing so removes the control I want.

Protecting Your Data On Floppies

Label carefully

Don't write on the label with a pencil or a ballpoint pen and a heavy hand. Instead, use a felt-tip pen.



A floppy diskette isn't really floppy. It consists of a thin circle of somewhat flexible, oxide-coated polyester film that must spin freely within a protective jacket made of polyvinyl chloride (PVC) or plastic.

While it spins, a sensitive magnetic head in the disk drive either "writes" information as magnetically generated charges on the surface of the disk or "reads" information previously written. Within the environment of the disk drive in which all this is happening, temperatures can exceed 100 degrees.

If you press down on the label with a ballpoint pen, it can crumple the plastic jacket against the surface, and the action of the spinning polyester disk against the jacket can sand off the recording media. If you use a pencil on the label, graphite can come loose onto the surface of the disk. Graphite is a good lubricant, but you don't want it in your disk drive. A felt-tip pen used with a gentle touch is your best bet.

Don't attach one label on top of another on your diskette either. The tolerances in your disk drive are

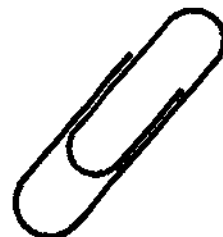
very close together, and multiple labels can become jammed.

Beware of paper clips and magnets

Don't use paper clips to attach reports to the diskette. The paper clip can deform the jacket.

Also, be sure to remove magnetic objects from your desk. It's been said that magnetic paper clip holders have cost more data than any other single factor. They sit among the clutter on the desk, perhaps covered with paper, and people toss a floppy disk on top of them. Even though the amount of magnetism in such a gadget is small, it can erase data.

Fluorescent lamps, the motors in electric typewriters, copiers and other devices can also generate a magnetic field. Keep diskettes six to twelve inches away from anything you suspect might be magnetic.

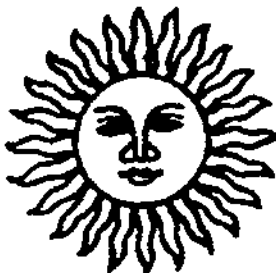


Keep the heat down

Don't let diskettes get too hot. They are only plastic, after all. Many diskettes, especially lower-priced ones, are temperature resistant only to 125 degrees. Others are resistant as high as 140 degrees. But even the more

highly resistant diskettes can still be deformed by heat. So keep them off the dash of your car.

By the same token, next time you work on the deck, don't leave your portable computer in the sun. Your diskette can stretch while you are using the disk drive under hot conditions; when you return to your office, the diskette could cool and become unreadable.



Use disk boxes

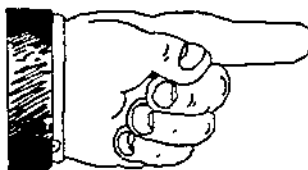
Purchase covered disk boxes to store your diskettes. If they're arranged neatly in a box, they won't be scattered around desks serving as coasters. They'll remain dust free, and you'll also be able to organize similar types of data.

Use protective sleeves



Always return diskettes to their protective sleeves when they're out of the disk drive. A good diskette manufacturer will make the optimal protective envelope from material that doesn't lint, is smooth and non-abrasive, is moisture resistant and reduces static, which otherwise attracts error-causing dirt, dust and debris.

Fingers off



Keep your fingers off the shiny plastic disk. Fingerprints contain oil and are great collectors of grit and dust. As the gritty print spins on the disk, this spot can actually grind down the heads on the disk drive.

Buy quality

Always buy quality diskettes. High-quality diskettes have a reinforced hub ring to help ensure proper media-to-head alignment and reduce wear in the disk drive. Low-quality diskettes have greater rates of failure to format and more random errors leading to data loss. Another more insidious problem with low-quality diskettes is long-term change or disintegration of the media itself, resulting in loss of information and actual damage to the read/write head of the disk drive.



Shaving pennies off diskettes really doesn't make sense when you consider the amount of work you'll expend recompiling and reentering all the data that can be stored on the floppy. That's where the value of the quality diskettes shines through. Anything else is false economy.

Reprinted from August, 1992 edition of the University of Kansas Transportation Center KUTC Newsletter.

For More Information

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North In Transition: Remedies, Not Problems

Yellowknife, Northwest Territories, Canada invites you to the Winter Cities Forum '93, March 22-25, 1993.

All winter cities are in transition. Forum '93 in Yellowknife will bring together delegates from international winter communities who are changing the way they live with winter. Problem solving workshops, panel discussions and poster sessions will set the stage at Winter Cities Forum '93 for an open exchange of ideas and experiences. The agenda will focus on transportation, tourism and settlement design. Site visits, field trips and post conference activities will also provide opportunities for delegates to explore.

Program Content will include:

Transportation: A Key to Northern Economic Development

- Demonstration of Ice-Spray Technology to Extend Ice Road Construction

- Access to Resources: Surface and Marine Transportation
- Transportation Co-operation Among the Circumpolar Nations
- Essential Air Services

Tourism In The North: Searching For Opportunities

- The Development of Principles and Ethics for the Emerging Ecotourism Industry
- Marketing the North as a Tourism Destination
- Training Northern Residents for the Tourism Industry
- Training Northern Residents for the Tourism Industry
- The Development of Tourism Products: Alaska, Greenland and the Yukon

Northern Settlements: Design And The Use Of Innovative Technologies

- Climate Adapted Northern Urban Form
- Alternate Energy Initiatives Designed For Northern Environments
- Snow Management in Northern Settlements
- Public Space: A Case Study of Yellowknife

More than 350 delegates and 40 exhibitors will represent international winter communities at Forum '93. This is a perfect opportunity to share your experiences and work out solutions for living in harmony with winter.

This is the first time that the Winter Cities Forum has been held so far north in Canada.

Registration information can be obtained by calling (403) 920-7257 or writing Mr. W. Zarchikoff, Executive Director, Winter Cities Forum '93, P.O. Box 62, Yellowknife, NT X1A 2N1, Canada. FAX number is (403) 920-7258.

Nighttime Sign Inspection

While waiting for the results of Schwab and Paniati's research program, the following "do it yourself" nighttime sign inspection would be something to consider. We all realize the importance of keeping our signs properly maintained and often look for a practical way of accomplishing this task when a reflectometer is not available.

First, fabricate an 8" x 10" reflectorized plate (guide) that can hang over the top or side of a posted sign. Use old engineer grade sheeting that is, with age, about 75 percent as reflective as new engineering grade sheeting, or 50 percent as reflective as new

sheeting if made from a new, higher reflectivity sheeting. Use your best judgment to achieve the percentages.

For the nighttime test:

- Attach the test guide to a cleaned area of the sign.
- From a distance of 30 feet, shine a flashlight at the sign. Hold flashlight two inches to the right or left of your eye (use no headlights for this test).
- If your guide is brighter than your sign, make plans for replacing the sign within the current year. If all reflectivity is gone or severely

diminished, replace immediately.

- If your sign is brighter than the inspection sheet, you may have a few years of sign use before replacement.
- If your guide sheet is equal in reflectivity, you should have one or two years of useful sign life before replacement.
- If the cleaned area of your sign is as bright or brighter than your guide, and the uncleaned area is dimmer, begin a program of sign cleaning.

Adapted from the University of California Berkeley T2 Program "Tech Transfer," January, 1992.

Goodbye and Hello!

The T2 Program's Advisory Board is saying goodbye to two of its members.

Mr. Wayne Larson, Project Engineer, City of Fairbanks, is leaving the city and pursuing his own business. Mr. Larson has been with the Advisory Board since its inception in 1987 and he will be sorely missed.

Mr. Dean Nordenson, Juneau City and Borough Public Works, has moved to the position of Water Superintendent and felt the board would be better served by someone in the transportation section of the public works department. Mr. Nordenson has been with the board since 1991. Even though his time on the board was short we value his worthwhile contributions to the program.

Mr. Dave Jacoby, Public Works Director, City of Fairbanks, fills the vacancy left by Mr. Larson. We welcome him to the T2 Program and hope that his enthusiasm about the Program will be contagious.

Good luck to Dean and Wayne and welcome Dave.

New Axle Requirements for Truckers

The T2 Program received a memorandum from the Department of Commerce and Economic Development, Division of Measurement Standards in regards to Belly Axles on Trailers and Semitrailers 17 AAC 25.063 (g).

proof of "placed in service" date will be the responsibility of the owner and may be a bill of sale issued in the State of Alaska, a vehicle title or registration issued by the State of Alaska or other official documentation. Owners must show proof-of-use dates to

"17 AAC 25.110 (21) "Belly axle" means a single axle on a semitrailer which is located more than 10 feet from the semitrailer axle."

Belly axles on trailers and semitrailers must be self-steering on and after the effective date of this memorandum (January 1, 1993). The only exception to this rule will be those trailers and semitrailers that were placed in service in the State of Alaska prior to June 30, 1990, that are equipped with non-steerable belly axles. These axles will have "grandfather" rights for the life of the trailer or through June 30, 1997, whichever comes first. The

the Division of Measurement Standards and obtain a usage certificate in order to be given credit for the axle at weighing. Trailers and semitrailers equipped with belly axles will be spot-checked at the weigh stations. Any trailer or semitrailer that is operating without the required steerable axle or usage permit will not be given weight credit for the axle.

If you have questions, please contact the Division of Measurement Standards at (907) 345-7750.



Mark Your Calendars!

Big things coming to Fairbanks in August . . . if you miss this, you'll miss it all! Vendor displays . . hands-on equipment demos . . wetlands . . salt . . proper signage . . . gravel road maintenance . . pothole patching . .

WORLD OF CONCRETE '93

Aberdeen's **WORLD OF CONCRETE '93** will be held in Las Vegas, Nevada January 26-29, 1993.

The construction trade show is for contractors, developers, dealers, distributors, architects, engineers, public agencies, ready mix producers, precasters, prestressers, manufactures' representatives, and more. See manufactures' latest lines, select from among thousands of different products - with dozens of options for each type of product - available from more than 900 manufacturers, attend seminars that show you how to increase productivity, quality, and profits, see live full-scale demonstrations of leading-edge equipment and products integrated into technical demonstrations, and

shop on the organized show floor pavilions for related products.

ACI Concrete will have a Flatwork Finisher Training and Certification Program on Thursday, January 28. Seminars in concrete basics, repair, floor construction, formwork, troubleshooting and management with leading experts in construction and management. Seminars will teach you new methods to solve problems and get answers to your questions.

Registration information is available by calling 1-800-323-3550, ext. 219 or writing World of Concrete, c/o CompuSystems, inc., P.E. Box 541, Brookfield, IL 60513-0541. Advance registration must be received by January 4, 1993.

Place a check by the publications you wish to receive.

- ___ **Arctic Research of the United States**, ID-916, Interagency Arctic Research Policy Committee, Vol. 5, Spring 1991, National Science Foundation, NSF91-71, 100pp.
- ___ **BST Management Study for Yukon Highways Public Works**, ID-924, Public Works CANADA DIAND Technical Services, October 1989, 100pp.
- ___ **Conceptual Strategic Arterial Street System for Harris County**, ID-921, Research Report 428-1F, Projects 3-10-88/0-428, CTR 3-10-88/0-428-1F, Center for Transportation Research, University of Texas - Austin, February 1990, 68pp.
- ___ **Corrosion Protection Systems for Bridge Stay Cables and Anchorages**, ID-911, USDOT/FHWA.
- ___ ID-911A: Volume I: Final Report, FHWA-RD-91-050, May 1991, 163pp.
- ___ ID-911B: Volume II: Executive Summary, FHWA-RD-91-051, May 1991, 13pp.
- ___ **Exposure of Paving Workers to Asphalt Emissions 1991**, ID-925, Asphalt Rubber Producers Group, 25pp.
- ___ **High Performance Concretes: A State-of-the-Art Report**, ID-917, SHRP/NRC, January 1991, 255pp.
- ___ **Highway Snow Control Research in Japan**, ID-919, Special Report 90-33, CRREL, September 1990, 65pp.
- ___ **Insulation of Buildings Against Highway Noise**, ID-922, USDOT/FHWA, FHWA-TS-77-202, USDOT/FHWA, 1979, 114pp.
- ___ **Investigation of Subsurface Exploration Methods for Prevailing Geologic Conditions in South Carolina - Phase II Final Report**, ID-907, By R.L. Baus, Geotechnical Research Studies, #F91-126, University of South Carolina, Columbia, SC, March 1991, 114pp.
- ___ **National Association of County Engineers (NACE) Action and Training Guides**, USDOT/FHWA, September 1988.
- ___ **Slide Guides on Project Engineering**, ID-909A, FHWA-ED-88-054, 54pp.
- ___ **Final Report on NACE Workshops**, ID-909B, FHWA-ED-88-054, 46pp.
- ___ **Slide Guides on Dealing with the Public**, ID-909C, 27pp.
- ___ **Slide Guides on Managing Your Money**, ID-909D, 31pp.
- ___ **Slide Guides on Planning and Controlling Land Development**, ID-909E, 43pp.
- ___ **Slide Guides on Drainage**, ID-909F, 39pp.
- ___ **Slide Guides on Managing Your Bridges**, ID-909G, 23pp.
- ___ **Slide Guides on Managing Your Roads**, ID-909H, 51pp.
- ___ **Slide Guides on Managing Your People**, ID-909I, 23pp.
- ___ **Slide Guides on Bridge Decks**, ID-909J, 25pp.
- ___ **Slide Guides on Substructure Rehabilitation**, ID-909K, 18pp.
- ___ **Slide Guides on Superstructure Rehabilitation**, ID-909L, 19pp.
- ___ **The New Jersey Breakaway Sign Support System**, ID-908, USDOT/FHWA, FHWA-SA-91-004, January 1991, 45pp.
- ___ **Premature Failure of Latex Modified Concrete Bridge Deck Overlays in Ohio: Final Report**, ID-906, CTL Engineering, Inc., FHWA/011-90/013, June 1990, 248pp.

Alaska Transportation Technology Transfer Program

Notes on Publications and Videos

- _____ **The Relationship of Fixed and Vehicular Lighting to Accidents**, ID-905, USDOT/FHWA-SA-91-019, March 1991, 25pp.
- _____ **Removing Concrete From Bridges**, ID-913, TRB/NRC Report #169, June 1991, 42pp.
- _____ **Rout and Seal Cracks in Flexible Pavement: A Cost Effective Preventive Maintenance Procedure**, ID-904, Ministry of Transportation, Research and Development Branch Ontario, PAV-89-04, August 1989.
- _____ **Safety Restoration During Snow Removal - Guidelines: Synthesis Report**, ID-912, USDOT/FHWA, FHWA-TS-90-036, February 1991, 109pp.
- _____ **Setting A National Research Agenda for the Civil Engineering Profession**, ID-918B, Civil Engineering Research Foundation (CERF), Volume I: Final Report, Report #91-F1003, August 1991, 145pp.
- _____ **Setting A National Research Agenda for the Civil Engineering Profession**, ID-918C, Civil Engineering Research Foundation (CERF), Volume II: Appendices, Report #91-F1003.A, August 1991, 230pp.
- _____ **Setting A National Research Agenda for the Civil Engineering Profession**, ID-918A, Civil Engineering Research Foundation (CERF), Executive Summary, Report #91-F1003E, September 1991, 24pp.
- _____ **Sound Procedures for Measuring Highway Noise: Final Report**, ID-923, FHWA-DP-45-IR, USDOT/FHWA, August 1981, 117pp.
- _____ **State Highway Investment and Economic Development: State-of-the-Art Review**, ID-920, Research Report #1228-1, TTI: 2-10-90-1228, Texas A&M, October 1990, 64pp.
- _____ **A Twenty Year Study of Asphalt-Rubber Pavements in the City of Phoenix, Arizona**, ID-926, Asphalt Rubber Producers Group, 1991, 15pp.
- _____ **VTIRAPPORT: Larmanord ningar for utryckningsfordon en litteraturstudie**, Sven Dahlstedt, ID-915, #327, 1991, 37pp.
- _____ **VTIRAPPORT: Proceedings of Third European Workshop on Recent Developments in Road Safety Research April 26-27, 1990**, ID-914, #366A, 1991, 134pp.
- _____ **What is the Purpose of Modifying Asphalt with Polymers**, ID-927, by Joseph L. Goodrich, Chevron Research and Technology Company, 1990, 13pp.

These publications may be borrowed for three weeks. However, if you need the materials longer, just contact our office for an extension. Questions? Contact **Susan Earp** at the Alaska Transportation Technology Transfer Program at (907) 451-5320 .

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**Alaska Transportation Technology Transfer Program
Department of Transportation and Public Facilities
2301 Peger Road M/S 2552
Fairbanks, Alaska 99709-6394**

Name: _____ Title: _____ M/S: _____
 Organization: _____
 Address: _____
 City: _____ State: _____ Zip: _____ Phone: _____

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Place a check by the videos you wish to borrow.

- ☐ **DBE Certification**, ID-230, DOT&PF DBE/EXEEO, 10min.
- ☐ **Finding Better Ways: New Research into Cost-Effective Pavement Repairs**, ID-229, Strategic Highway Research Program (SHRP), 19min.
- ☐ **Puff Asphalt Maintenance Systems**, ID-231, One Man Inc., 5min.

ADDITIONAL PUBLICATIONS AVAILABLE FOR LOAN

Place a check by the publications you wish to borrow.

- ☐ **Application of New Accident Analysis Methodologies**, ID-945A, USDOT/FHWA-RD-90-091, Volume I: General Methodology, September 1991, 76pp.
- ☐ **Application of New Accident Analysis Methodologies**, ID-945B, USDOT/FHWA-RD-91-014, Volume II: A Users Manual for BEATS, September 1991, 41pp.
- ☐ **Approximate Analysis of Horizontally Curved Girder Bridges**, ID-939, Center for Transportation Research, The University of Texas at Austin, USDOT/FHWA, Research Report 360-2F, November 1987, 96pp.
- ☐ **Bridge Aesthetics Around the World**, ID-943, TRB/NRC, 1991, 278pp.
- ☐ **Briefs of Research Problem Statements Considered by the AASHTO Standing Committee of Research for the FY 1993 Program of the NCHRP**, ID-934, NCHRP, October 1991, 86pp.
- ☐ **Condition Monitoring of Continuously Reinforced Concrete Pavement**, ID-930, HR&R #5264, Final Report, Oregon State Highway Division, Materials and Research Section, Oregon DOT, March 1991, 28pp.
- ☐ **Cost Effective Geometric Improvements for Safety Upgrading of Horizontal Curves**, ID-948, USDOT/FHWA-RD-90-021, October 1991, 237pp.
- ☐ **Effects of Banded Post-Tensioning in A Prestressed Concrete Flat Slab**, ID-937, Texas A&M University System, USDOT/FHWA, Research Report 1182-1, June 1990, 121pp.
- ☐ **Effects of High-Range Water Reducers On the Properties of Fresh and Hardened Concrete**, ID-940, University of Texas at Austin, Center for Transportation Research, Research Report 1117-3F, October 1989, 274pp.
- ☐ **Evaluation of FHWA Requirements for the Calibration of Pavement Roughness Instrumentation**, ID-941, University of Texas at Austin, Center for Transportation Research, USDOT/FHWA, Research Report 969-2F, February 1990, 78pp.
- ☐ **Freeway Incident Management Handbook**, ID-946, USDOT/FHWA-SA-91-056, July 1991, 130pp.
- ☐ **An Improved Traffic Assignment Process for Project-Level Analysis**, ID-938, Texas A&M University System, USDOT/FHWA, Research Report 1153-2, August 1990, 225pp.
- ☐ **Operational Impacts of Wider Trucks on Narrow Roadways**, ID-944, USDOT/FHWA-RD-90-103, June 1991, 131pp.
- ☐ **Pelton Ladder Master Plan**, ID-935, U.S. Department of Energy, Bonneville Power Administration, Division of Fish and Wildlife, Oregon Department of Fish and Wildlife, July 1991, 67pp.
- ☐ **Performance Tests on a Prestressed Concrete Pavement-Presentation of Data**, ID-942, University of Texas at Austin, Center for Transportation Research, USDOT/FHWA, Research Report 556-1, November 1989, 64pp.

Alaska Transportation Technology Transfer Program

Notes on Publications and Videos

- ___ **Protection of Environment: Code of Federal Regulations**, ID-932, July 1, 1990, 757pp. 40 Parts 260 to 299 revised.
- ___ **Report on the 1990 European Asphalt Study Tour AASHTO/FHWA/NAPA/SHRP/TAI/TRB**, ID-931, June 1991, 187pp. Attendees included: Denmark, Italy, Germany, France, Sweden, United Kingdom.
- ___ **Safety Improvements on Horizontal Curves for Two Lane Rural Roads—Informational Guide**, ID-947, USDOT/FHWA-RD-90-074, October 1991, 99pp.
- ___ **Soil Nailing for Stabilization of Highway Slopes and Excavations**, ID-933, USDOT/FHWA, FHWA-RD-89-193, June 1991, 221pp.
- ___ **A Statement of U.S. DOT Research and Development Policy**, ID-936, Moving American New Directions, New Opportunities, January 1991, 67pp.
- ___ **Tentative Performance Based Asphalt Grading System**, ID-928, Pacific Coast Conference on Asphalt Specifications Paving Asphalt Committee, May 28, 1991, 19pp.

These publications and videotapes may be borrowed for three weeks. However, if you need the materials longer, please contact Susan Earp at the Alaska Transportation Technology Transfer Program at (907) 451-5320.

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Fairbanks, AK 99709-6394**

Name: _____ Title: _____ M/S: _____
Organization: _____
Address: _____
City: _____ State: _____ Zip: _____ Phone: _____

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ALASKA TRANSPORTATION TECHNOLOGY TRANSFER

T2 CALENDAR OF EVENTS

To publicize an event in our calendar, contact us at (907)451-5320.

DECEMBER						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

Jan 5-8, 1993: TRAF-NETSIM, University of Alaska Anchorage. Contact Jim Bennett at (907) 451-5322 for information.

Jan 10-14, 1993: TRB 72nd Annual Meeting, Washington, DC. Contact Angelica Arrington at (202) 334-2362 or 334-2382 for information.

Jan 15-17, 1993: ATSSA 23rd Annual Convention and Traffic Expo, Fort Lauderdale, FL. Call &703) 898-5400 for information.

JANUARY						
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31						

See Meetings Around Alaska.

Training, see middle column.

FEBRUARY						
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14	15	16	17	18	19	20
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28						

Jan 26-29, 1993: World of Concrete '93, Las Vegas, Nevada. Call 1-800-323-3550 for information. Advance registration deadline must be received January 4, 1993.

Mar 22-24, 1993: HYDRAIN, University of Alaska Anchorage. Contact Jim Bennett at (907) 451-5322 for information.

Mar 22-25, 1993: Winter Cities Forum '93, Yellowknife, Northwest Territories, CANADA. For further information call (403) 920-7257.

MARCH						
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14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

Meetings Around Alaska

Alaska Society of Civil Engineers - Anchorage: Monthly, 3rd Tues., noon, Northern Lights Inn. Fairbanks: Monthly, 3rd Fri., noon, Captain Bartlett Inn. Juneau: Monthly, except June - August, 2nd Wed., noon, Breakwater Inn.

Alaska Society of Professional Engineers - Fairbanks: Monthly, 1st Fri., noon, Captain Bartlett Inn.

Alaska Society of Professional Land Surveyors - Anchorage: Monthly, 3rd Tues., noon, Executive Cafeteria Federal Building. Fairbanks: Monthly, 4th Tues., noon, Sunset Inn.

Institute of Transportation Engineers - Anchorage: Monthly, 3rd Thur., Elmers.

International Right of Way Association - Anchorage: Sourdough Chapter 49: Monthly, except July & December, 3rd Thur., noon, West Coast International Inn. Fairbanks: Arctic Trails Chapter 71: Monthly, except December, 2nd Wed., noon, TBA. Juneau: Totem Chapter 59: Monthly, 1st Wed., noon, Mike's Place in Douglas.

American Public Works Association: September 24 and October 29, noon, Anchorage International Airport Inn, Sandi McWilliams, (907) 279-1122.

International Conference of Building Officials - Fairbanks: Alaska Northern Chapter: Monthly, 1st Wed., noon, Zach's, Sophie's Station, 459-6720.

American Water Resources Association - Alaska Section, Northern Region: Monthly, 3rd Wed., noon (Brown Bag Lunch), Room 531 Duckering, University of Alaska. Contact Larry Hinzman, 474-7331, for information.

Who's Who in Alaska's Transportation Network

Spotlight on Len Bunts, Kenai Peninsula Representative

When Len Bunts left in the middle of December for a three-month trip to Arizona, he hoped his work could get along fine without him.

In fact, if the local contractors in the Kenai Peninsula can survive without his consultation, Bunts might not come back.

"I'm taking off 'til the first of March," he said on Dec. 15. "I have a motor home and lot in Arizona —that's where I'll be. I hope the business runs good, if it does, I might stay."

Bunts is a computer analyst, among many other things, and does computer consulting for small businesses on the Kenai Peninsula. He also sets up and administers road maintenance programs for local contractors, along with being involved in contract administration for a general contractor on general contracting business. Bunts, in his spare time, runs a real estate business on the side.

In other words, his three-month vacation is well deserved.

Except Bunts said his vacation will include getting a real estate sales license in Arizona, and there already is a subdivision in Arizona that wants him to handle their real estate business.

"It's a working vacation," he admitted. "I guess life's a vacation."

Bunts, 53, was born the small community of Endicott in upstate New York. After graduating from Vestal Central High School in 1957, he joined up with the air force in 1958. He spent six and a half years as an airborne navigation equipment technician, then went into the private sector in September, 1964 as a department technician with International Business Machines Corp. in Endicott, New York.

Between June, 1968 and March, 1969, Bunts worked as a parts department manager for Dupont Lapeer Airport in Michigan. His general responsibilities at Dupont

were to order all parts used in a major repair facility for general aviation, along with establishing an avionics department and demonstrating aircraft.

Then he came to Alaska.

"I've always wanted to come to Alaska, the air force never sent me," Bunts said. "I particularly like the unregulated living."

Having graduated with a B.R.E. degree at Baptist Bible Seminary in 1968 and going to Grand Rapids Baptist Seminary for graduate work, Bunts put his clerical abilities in action at churches in Kodiak and Anchor Point, Alaska. From March, 1969 to July, 1978,



his pastoral duties included conducting church business meetings, budget preparation, conducting four regular weekly worship services, and was responsible to the board of deacons and the church body.

From pastor to police officer, Bunts served a short 13-month term as a state trooper with the Alaska Department of Public Safety.

"It was too drastic a change, going from a positive profession to a negative profession. I tried it and didn't like it," Bunts said.

So he got out of policing the state and moved into real estate, employed in real estate sales at Totem Realty, Inc. from 1978-1981. During those years, Bunts was responsible for maintaining all

records involved in normal real estate transactions, set his own working hours and made his own appointments.

He was promoted in 1981 to Associate Broker at the Soldotna branch of Totem Realty, Inc. and got to do things like maintain all records and accounts associated with the office, supervise office staff and as many as 14 real estate sales personnel, operation of a real estate school and procurement of all property, equipment and supplies.

In the meantime, Bunts also worked as camp director for the Alaska Baptist Association from late 1979 to early 1984. Recruiting summer staff and speakers, supervising all volunteer staff and collecting fees, distributing funds and maintaining the facilities were among his main duties.

Bunts was the road maintenance manager and logistics chief for the Kenai Peninsula Borough Public Works and Office of Emergency Management from 1986 to Oct. 31, 1991. His work there prompted the Alaska T2 Program to tap his skills and invite him to join the advisory board. His primary interest at the Borough was emergency management, in which he took 22 courses in various topics like radiological emergency management, preparedness for a nuclear crisis and integrated emergency management courses.

Currently, Bunts is married to Sandy since that special day in 1961 in Columbus, Ohio, has a son, David, 30, a daughter, Denise, 28, and two grandchildren.

In addition to sitting on the Alaska T2 Advisory Board, Bunts is also active in the volunteer fire department that he organized in Sterling and Anchor Point. And his main extra-extracurricular activity is his church.

"I am very active in church," he said. "I still preach a lot."